



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

THE COVER: SHE BLOWS!!

JANUARY - FEBRUARY 1973

Rounding a curve deep in the snow-crueted Minnesota Northwoods (circa 1915) a Phoenix Steamhauler train and crew are shown on the trip up for more logs. (You can just hear that whistle scream!) Running light, with a staccato blast of exhaust shattering the forest silence, this must have been a 'wild' ride back to main camp. For more - see "the day of the Phoenix" in this issue.

WELCOME NEW MTM'ers

Jim Kreuzberger, Overland Park, Kansas; John Wild, Mpls., Minn.; Patty McCauley, Phoenix, Arizona; Joseph Stark, New Hope, Minn.; Corbin Kidder, St. Paul, Minn.; Glenn Trojanek, Mpls., Minn.; Thomas MacMillan, Bloomington, Minn.; Bruce Smith, Mpls., Minn.; Roderick MacDonald, Commonwealth of Australia; William Kinghorn, Mpls., Minn.; Thomas Rollo, Oshkosh, Wisc.; Morris Mullin, Excelsior, Minn.; R.J. Fiala, Hastings, Minn.

TENTATIVE 1973 HARRIET OPERATING SCHEDULE

The Como-Harriet Streetcar Line summer operating schedule has been tentatively set for the 1973 season. Based upon practical experience gained from the past season, certain changes have been made which will generally result in the same basic number of operating hours but will improve the accessability of 'trolley' to the riding public. During '73 the C-H will change operation from Wednesday to Friday evenings. Saturdays the car will run from 3:30 p.m. until dusk; Sunday hours will be 1 p.m. until dusk. Closely coupled with this alteration in car operations will be a proposed change in Harriet work sessions. The new work details will be 8:30 a.m. to 3:30 p.m. on Saturdays, with no details on Sundays. This rearrangement will also avoid any possible conflict between car operations and actual on-line restoration work. The Como-Harriet will resume its regular schedule on May 30, 1973.

DUES are DUE -an investment in Minnesota's past and future

The life sustaining 'plasma' of any private, educational/historical organization such as the Minnesota Transportation Museum is Membership dues! Dues are vital to the continued day-to-day operation of our organization and the furtherance of our important and broad historical objectives in the coming years. It also is a most tangible vote of confidence by the individual member in the transportation preservation work of MTM!

Our unsung and hardworking Treasurer, Mr. Russ Olson, has asked that members promptly renew their MTM membership for '73 immediately upon receipt of their annual statement. In fact, it would be well to sign up a new member or two. Help MTM to grow! If you need application blanks please let us know. We'll be happy to send them to you.

REPORT OF THE NOMINATING COMMITTEE

In advance of our January Annual meeting, the report of the nominating committee is presented for consideration of the MTM membership. The following are nominated as both Officers of the Museum as indicated and as members of our Board of Directors for the calendar year 1973;

President - John Stein
Executive Vice President- John Diers
Secretary - Dave Norman
Treasurer - Russ Olson
Vice President - Public Relations - Paul Joyce
Vice President - Traffic - Frank Sandberg
Vice-President - Operations - Scott Heiderich
Vice-President - Publications - Norm Podas

During the annual meeting, full members of the Minnesota Transportation Museum will be eligible to vote on the above recommended slate and/or be able to amend or supplement this slate from the floor in accordance with MTM's bylaws. The careful selection of MTM's management for the coming annum is a vital responsibility of each and every voting member of the Museum. The aims and purposes of MTM - the ultimate success or failure of our effort - are in the fullest measure dependent largely upon those elected to stewardship. The nominating committee composed of veteran members have carefully set before the membership a slate of those deemed best and most qualified to serve in the fulfillment of MTM during the coming year. The selections were based upon a multitude of criteria ranging from known leadership ability, technical background, dedication to the immediate and long-range goals of the Museum and proven ability to achieve a given objective. It should be pointed out that the general responsibilities and overall workload of our Officer group has increased many-fold in recent years. Beginning with a handful of visionary charter members and the largely static museum of the early '60's, MTM has today grown to a body of almost 300 with an extensive operating commitment and a host of burgeoning logistical and administrative requirements which represent a considerable investment of time and effort on the part of today's MTM Officer. Members should carefully weigh these considerations prior to the Annual Meeting. The Nominating Committee has endorsed the slate for '73; now it is up to you the individual member to cast your very important vote.

ANNUAL DINNER & MEMBERSHIP MEETING OF MTM SET FOR SUNDAY, JANUARY 28, 1973

The big event of our year - the Annual General Membership Meeting of the Minnesota Transportation Museum - has been set for 8 p.m. on Sunday, January 28, 1973 at the TEMPO Restaurant - 2027 E. Franklin, Mpls., Minn. The meeting will be preceded by a membership get-together and dinner starting at 6:30 p.m. (see details of this event in the following article.) All members are urged to attend this, our most important gathering of the year. Reports will be given on the full range of '72 activities and our plans and projections for MTM in 1973.

Our Annual election of Officers will also be held. (see report of the nominating committee in this issue) In addition, a very entertaining and informative program which should be of interest to all, has been arranged. Please plan to attend.

MAKE YOUR RESERVATION FOR THE MTM DINNER/MEETING TODAY!!

Reservations for the Sunday, January 28, 1973 Meeting Dinner are now being taken. The dinner event - new this year (in commemoration and appreciation of all those long-suffering wives of MTM members) - will begin with a gala 6:30 -7 p.m. social cocktail 'Hour' at the TEMPO Restaurant, 2027 East Franklin, in Minneapolis. Dinner will be served beginning at 7 p.m. Those members who cannot attend the dinner but wish to attend the General Membership Meeting should plan to arrive at the TEMPO at 8 p.m. Those members planning to attend the dinner should promptly contact either - -

Judy Sandberg at 890-2830 or
Kathy Heiderich at 645- 3333

---- to secure reservations and indicate their individual menu selections. The Following will be available;

Top Sirloin dinner - \$6.25 *
Shrimp dinner - \$5.40 *
Chicken dinner - \$5.10 *

(* ...cost is per person and includes tax and tip!!)

All reservations for the dress affair must be prepaid and must be made prior to Saturday, January 20th. 1973.

It'll be a great evening for members and spouses! You owe it to yourselves - live a little! So, don't delay - phone today!

GAZETTE POTPOURRI

... a few thoughts in print ...

-Members should look forward to receiving their new, 1973 Membership Directories in March. The MTM Directory is now under preparation - and it's quite a bit larger this year!
-Readers will note the new MTM inner 'masthead' on page 2. We thought it would help dress up the publication ... and it will also tell you where to send your comments.

-In Line with the above; we really do invite your comments - send us your thoughts on the 'Gazette' - likes, dislikes, suggestions for areas coverage, things you'd like to see - pix for inclusion (we'll include some, space and quality permitting) and even articles of general or specific Minnesota Transportation interest. The MTM is just that - the Minnesota Transportation Museum. Even though our major project these past few years has been and will continue to be for some time the "Trolley", it should be emphasized that we attempt to deal with all areas of Minnesota Transportation.

To this latter purpose, future issues will deal with a wide pantheon of Minnesota Transportation i.e. the epics of logging railroads, steamboats, traction engines, interurbans, the bus etc. etc. in addition to coverage of our Como-Harriet Streetcar Line and related Minnesota Electric Railways.

THE DAY OF THE PHOENIX!

They operated in Minnesota by the score! They clanked, clunked, snorted and their deep throated steamwhistles echoed across the North Star wilderness for many decades. Today, not a single known example of this famous machine remains in Minnesota. The Phoenix steamhauler (or log-hauler) was a remarkable invention which was the precursor of our contemporary diesel Caterpillar tractor.

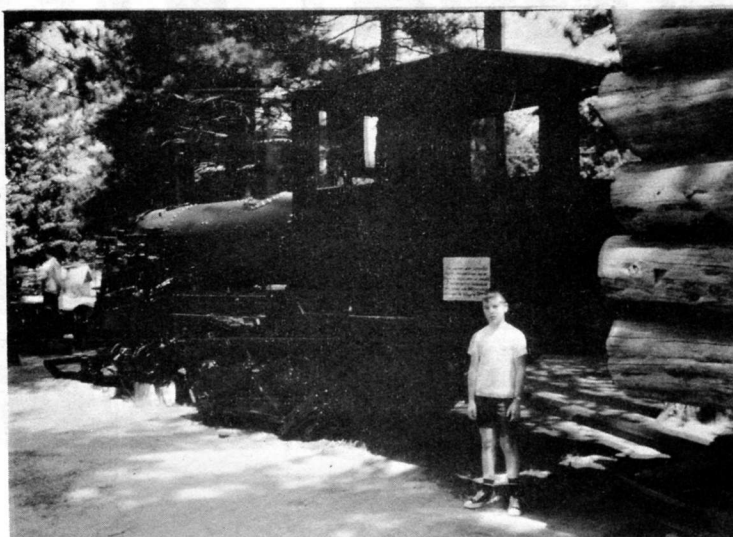
The Phoenix Manufacturing Co. of neighboring Eau Claire, Wisconsin, had acquired the patent for Caterpillar treads from a Maine inventor and adapted the idea to a vehicle with sleigh runners. Half locomotive, half tractor, the unique composite was specifically designed to get logs out of the deep woods during the long, cold north winter months. Travelling over iced roads the Phoenix could drawbar log-laden sledge trains of mammoth proportions - as our accompanying photos should well attest.

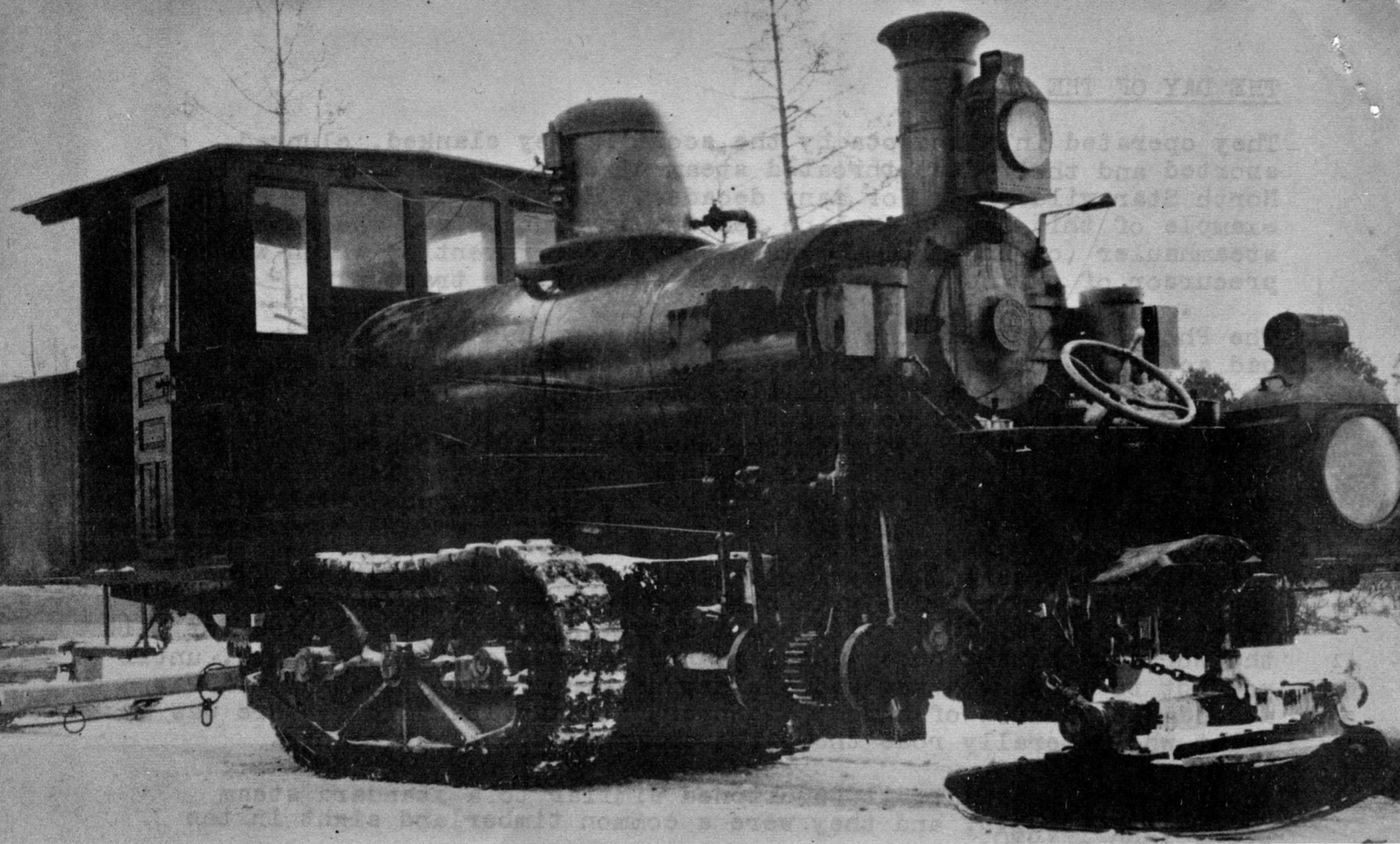
The Phoenix possessed a horizontal boiler with capped stack. The cab was composed of wood with attached fuel and water/bunker. Together with vertical cylinders and driving shafts she looked for all the world like the conventional geared railway engine. That is, until you got to where she touched the ground - no rails! The Phoenix was attended by a crew of three; Engineer, Fireman and Pilot. Here was a pilot who literally rode the pilot and guided the entire rig.

In most other respects it functioned similar to a standard steam railway locomotive, and they were a common timberland sight in the years 1880 - 1920.

The steamhauler made it possible for the non-rail lumberman to log by steam and compete with the big loggers of the day. A few specimens of this shay-g geared ordovician land-creeper have survived to this day in Wisconsin - but apparently not in Minnesota. One example reportedly did survive near Lutsen, Minnesota on the North Shore until cut up for scrap during WW II. Still others have supposedly been glimpsed deep in the woods, by various hunters during their annual fall forays. Within the trackless forests of Northern Minnesota, doubtless examples of the legendary Phoenix do still exist - left behind by the retreating loggers following the depletion of the virgin stands. Covered now by rapidly maturing second growth, those long-abandoned sentinels await rediscovery and the wonder of a generation to whom these remarkable machines are as foreign as the age that originally invented, utilized and then discarded them.

A Phoenix literally risen from the ashes is this steamhauler on display at Rhinelander, Wisconsin; it was discovered in the embers after a forest fire ravaged the area around Tippler, Wisc. several years ago. Two steamhaulers are known to exist in the Upper Midwest; one is on display at Wabeno, Wisc; the other is owned by a private individual in Northern Iowa. Both are reported in operable condition.





Above: Classic 3/4 view of "BULL 'O THE WOODS" - a Phoenix steam-hauler once used in the Minnesota-Ontario border country. Buffs will note the traditional style oil headlamps on this well-maintained engine.

Below: The entire Park Rapids Lumber Co. crew posed for this early century view of a Phoenix equipped with saddle-tank. The Park Rapids - Osage, Minnesota area figured prominently in the colorful saga of Minnesota lumbering.





MINNESOTA STREETCAR MUSEUM

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We Make Minnesota's Electric Railway History Come Alive!